

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

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1. The Caspian State Petroleum Shipping Company (Kaspiyskoye Gosudarstvennoye Neftenalivnoye Parokhodstvo - Kasptanker) was one of three petroleum shipping companies (Kasptanker, Reydtanker, and Sovttanker) subordinate to the Ministry of the Merchant Fleet through the Chief Directorate of the Petroleum Shipping Fleet - GlavNefteFlot. The administrative offices of Kasptanker were in Baku, Chernyy Gorod, pier #44. Head of Kasptanker was General Director MF Third Class Makhmut Zafarovich Ragimov. Ragimov had three deputies: the First Deputy was Chief Engineer of Kasptanker; The Second Deputy was Captain MF First Class Aleksandrov (fnu); the Third Deputy was Lt Col Administrative Service MF (fnu) Shishkin. In addition to the three deputies, Ragimov had a head of Kasptanker Political Administration, whose name was Safarov (fnu) 25X1
2. Kasptanker was organized in 1923 when the then existing Caspian Steamship Company (Kaspiyskoye Parokhodstvo) was reorganized into three independent steamship companies: Kasplot, Kasptanker, and Reydtanker.
3. Kasptanker was responsible for transport of FOL products on Caspian Sea lines: Baku - Astrakhan, Baku - Makhachkala, Baku - Krasnovodsk, and Baku - Bautino.
4. The Kasptanker 1951 transport plan for transport of oil and FOL products called for nine million tons as follows:

To Astrakhan	six million tons
To Makhachkala	two million tons
To Krasnovodsk	one million tons

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5. The breakdown of crude oil and POL products transported by Kasptanker in 1951 was as follows:

<u>Product</u>	<u>Quantity in Million tons</u>	<u>Astrakhan</u>	<u>Makhachkala</u>	<u>Krasnovodsk</u>
Gasoline	1.5	1	0.3	0.2
Ligroin	1.5	1	0.3	0.2
Petroleum	1.5	0.9	0.3	0.3
Diesel Fuel	1.5	1.2	0.2	0.1
Lubricants	0.8	0.5	0.2	0.1
Mazut	1.5	1.1	0.3	0.1
Crude Oil	<u>0.7</u>	<u>0.3*</u>	<u>0.4</u>	<u>—</u>
Total	9.0	6.0	2.0	1.0

6. Detailed organization of Kasptanker:

(a) Under the First Deputy Director were the following sections:

- (1) Marine Engineering Section (Mekhaniko-Sudovaya Sluzhba). T/O: 25 employees. This section was responsible for technical management of the fleet, proper maintenance of the fleet, and coordination of activities of the ship repair yards Zakavkazskaya Federatsiya and Parizhskaya Kommuna, both in Baku.
- (2) Thermo-Technical Section. T/O: 15 employees. This section conducted research work on fuels and lubricants for the Kasptanker fleet.
- (3) Designing Section. T/O: 15 employees. In charge of technical planning of maintenance and ship repairs in Kasptanker. Preparation of designs and all necessary blueprints.
- (4) Construction Section (Otdel Kapital'nogo Stroitel'stva). T/O: five employees. This section was responsible for all new construction done for Kasptanker ashore.
- (5) Procurement Office (Zagotovitel'no-Snabzhencheskaya Kontora). Responsible for procurement of technical supplies. This section's T/O called for 20 employees.
- (6) Transportation Section. T/O: 30 drivers and stevedores. Composed of trucking and horse-drawn vehicle sections. Responsible for transport of POL products ashore.

(b) Under the Second Deputy Director were the following sections:

- (1) Operation Section (Otdel Eksploataatsii). T/O: 25 employees. This section was responsible for organization of transports.
- (2) Commercial Section. T/O: five employees. Its head was Major Director Administrative Service MF (fmu) Gabel. This section was in charge of all commercial activities and transactions of Kasptanker.
- (3) Signal Section. T/O: called for eight employees in the administration and 70 in field offices. Kasptanker's two-way radio station was located on Apsheron Peninsula. There was another Kasptanker radio station of an unknown type located in Chernyy Gorod.

* Crude oil (gasoil) in transit to Guryev.

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(4) Maritime Inspectorate. T/O: five employees. This was a Kasp@nker agency working on behalf of the MMF Main Inspectorate of Harbors and Navigation. A pool of specialized instructors, composed of several skippers, mechanics, and stokers, totaling 10 people, was attached to this inspectorate.

(5) Chemical Laboratory. T/O: 15 employees. This section was responsible for chemical analysis of POL products transported by the Kasp@nker fleet.

(c) Under the Third Deputy there were the following sections:

(1) Personnel Section - 10 employees.

(2) Training Section (Uchebno-Kursovoy Kombinat) - five employees.

(3) Billeting Section. T/O called for approximately 50 employees and workers. Higher employees of Kasp@nker lived in a company housing project composed of eight four-story apartment houses located in a suburb of Baku called Armenikent and referred to as Dom Kasp@ra. In addition there was a Kasp@nker workmen's settlement composed of a large number of one-to two-story apartment houses. This settlement was located in Baku in Belyy Gored very close to pier #50 in Baku harbor.

(4) Building Maintenance Section. The T/O called for 12 administrative employees and 40 construction workers. This section was responsible for maintenance and repair of administrative buildings and apartment houses belonging to Kasp@nker.

(5) Mobilization Section. Five employees.

(d) Sections directly under the Kasp@nker director were:

(1) Office of the Director. Personnel: director, legal advisor, technician, secretary, steno-typist, and two typists.

(2) Planning Section. T/O: eight employees. The Head was Major Director Administrative Service MF (fnu) Agadshanov. This section was responsible for operational planning.

(3) Labor and Wage Section. Six employees.

(4) Accounting Office. Ten employees.

(5) Finance Office. Five employees.

(6) Secret Documents and Cipher Section. Twelve employees.

(7) Administrative Section. Twelve employees.

(e) Under the head of the Kasp@nker Political Administration were the following sections:

(1) Political Section with the subsections: Komsomol, Propaganda-Agitation, Enlightenment of Personnel (Sektor Massovoy Raboty), and Party Office.

(2) Editorial Office of the newspaper Bolshevik Kaspiya, which was the official publication of Kasp@nker. It was printed in two to three thousand copies and sold at a price of 20 kopeks apiece.

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7. Kasptanker had the following regional steamship offices:

- (a) Baku. The office was located in Chernyy Gorod. It was composed of 25 administrative employees and approximately 120 dispatchers, receptionists, and auxiliary personnel working on piers. Piers belonging to Kasptanker's Baku office were numbered from 31 to 51. Pier #32 was referred to as Vodyanka. The main task of this office was organization of tanker loading. Pumps which did the actual loading belonged, however, to GlavNefteSbyt. The Baku office shipped for the most part refined oil (POL products).
- (b) Apsheron. The office was located on Apsheron Peninsula very close to the oil fields. Its T/O had six administrative employees and a number of auxiliary workers. The main responsibility of this office was the loading of tankers with crude oil. Several piers were assigned to it but, no more than one or two of them were ever used. Only a relatively small quantity of crude oil was shipped by Kasptanker. 25X1
- (c) 14-Foot Roadsteads. This Kasptanker office together with Reydtanker's regional office was located on the debarkader¹ DONBASS, which lay in the Astrakhan roadstead. It was composed of one chief maritime agent (GlavMorAgent), two maritime agents, and about eight other employees. The main responsibility of this office was transloading of cargoes (brought in by Kasptanker tankers) into Reydtanker barges and coordination of Kasptanker-Reydtanker activities on the Volga-Caspian Petroleum Conveyor 25X1
- (d) Makhachkala. The office was located in Nefte Gavan, referred to sometimes as Staraya Gavan. Head of this office was Chief Maritime Agent Pipkin. Under him were 25 administrative employees and approximately 50-60 auxiliary personnel. The main responsibilities of this office were the unloading of tankers coming from Baku and oil barges coming from Astrakhan.
- (e) Krasnovodsk. The office was located in Nefte Gavan, sometimes called Nefte Port. It was composed of 15 administrative and 30 auxiliary personnel. Its task was unloading of tankers bringing POL products from Baku.
- (f) Ufra. The office was located four to five km south of Krasnovodsk. T/O included two administrative and six field workers. Its responsibility was the unloading of small tankers from Baku. Incoming POL products were placed in oil storage depots belonging to GlavNefteSbyt (there was a GlavNefteSbyt subsidiary called VostokNefte in Ufra). From these storage depots the POL products were later transported to central Asia. 25X1

8. The Kasptanker fleet was composed of the following four groups of vessels:

- (a) Twelve modern diesel tankers with displacement of 10 thousand tons /Sees0-K-92377/ stationed in Baku and used on the Baku-Astrakhan run. These were the LENIN, AGA MALI OGLY, ZEDANOV, VKE(b), MOLOTOV, RABOCHIIY, KRESTYANIN, IOSIF STALIN, PROFINTERN, KAGANOVICH, TSYURUPA, and BERIYA.

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- (b) Eight to 10 diesel tankers with displacement of five to six thousand tons, constructed between 1926 and 1930 at Krasnoye Sormovo (now called Zavod imeni Zhdanova) in Gorkiy. Each of these tankers was equipped with two compressor diesel engines of MAN type, total capacity 1500-1800 hp and 120-150 rpm. For fuel, these tankers used mixed diesel oil and solar oil. When loaded, these tankers had speeds of seven to eight mph; empty, their speeds were nine to 10 mph. The hulls of these tankers were still in good condition, but the machinery was poor. the following tankers belonging to this group: KOMINTERN, VALERIY CHKALOV, KILIYA, PIONER, SERGEY CHVANOV, and ALESHA DZHAPARIDZE. 25X1
- (c) Approximately 20 to 25 old steam engine tankers built mostly by the Swedish shipyard Lindholmen-Motala (sic). the following tankers of this group: BAKSOVET, ARABAT, MARAT, KRASNOVODSK, GURYEV, GENERAL AZI, ASLANOV, SOVETSKAYA UKRAYNA, SOVETSKAYA GRUZIYA, EDISSON, AZIYA, KIROV, and DARVIN. 25X1
- (d) Approximately five lighters (old ships with engines removed) used as POL barges and towed by tugboats. two of them: KATOYAMA, and INDIGIR. Also Kasp tanker had three lighters constructed as ocean-going POL barges with a capacity of 3,500 tons. They were built in the thirties at Zavod imeni Zhdanova. These were the TYULEGHN, BUGURUSIAN, and TUYMAZA. The latter sank in 1950. 25X1

1. Comment: Debarkader = landing stage. 25X1

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